In the Claims

1.   (Original) A coated base fabric for airbags, which is fabricated by applying a resin elastomer to a base fabric formed of flattened cross-section yarns having a degree of filament cross-section flatness (that is, a ratio of the major axis length to the minor axis length of the filament cross-section) of from 1.5 to 8, and which is characterized in that the filaments are aligned in the base fabric in such a manner that the total average horizontal index (HI) represented by the following formula falls within a range of from 0.75 to 1.0, and the amount of the resin elastomer adhered to the fabric is from 0.1 to 60 g/m^2:

$$HI = (\Sigma hi)/f$$

wherein

$hi = \cos\theta,$

θ indicates the angle between the major axis direction of each filament and the horizontal direction of the fabric,

f indicates the number of the filaments.

2.   (Original) The coated base fabric for airbags as claimed in claim 1, wherein the total average horizontal index (HI) is from 0.85 to 1.0.

3.   (Original) The coated base fabric for airbags as claimed in claim 1 or 2, wherein the amount of the resin elastomer adhered to the fabric is from 5 to 30 g/m^2.

4.   (Currently Amended) The coated base fabric for airbags as claimed in any one of claims 1 to 3, which satisfies the following conditions (1) to (4):

(1)   Cover factor: 1500 to 2400,

(2)   Tensile strength: 500 to 750 N/cm,

(3)   Tear strength: 200 to 400 N,

2

(4)   Thickness: 0.20 to 0.35 mm.

5.   (Currently Amended) The coated base fabric for airbags as claimed in ~~any one of~~ claims 1 ~~to 4~~, wherein the flattened cross-section yarn is formed of a polyamide having a sulfuric acid-relative viscosity of at least 3.0.

6.   (Original) A method for producing a coated base fabric for airbags, which comprises applying a resin elastomer to a base fabric formed of flattened cross-section yarns having a degree of filament cross-section flatness (that is, a ratio of the major axis length to the minor axis length of the filament cross-section) of from 1.5 to 8, and which is characterized in that a tension of from 0.05 to 0.6 cN/dtex is given to the warp and the weft in weaving them so that the woven fabric may have a total average horizontal index (HI) represented by the following formula falling within a range of from 0.75 to 1.0:

$$HI = (\Sigma hi)/f$$

wherein

$hi = \cos\theta$,

θ indicates the angle between the major axis direction of each filament and the horizontal direction of the fabric,

f indicates the number of the filaments.

7.   (Original) The method for producing a coated base fabric for airbags as claimed in claim 6, wherein the base fabric satisfies the following conditions (1) to (4):

(1)   Cover factor: 1500 to 2400,

(2)   Tensile strength: 500 to 750 N/cm,

(3)   Tear strength: 200 to 400 N,

(4)   Thickness: 0.20 to 0.35 mm.

3

8.   (Original) The method for producing a coated base fabric for airbags as claimed in claim 6 or 7, wherein, after the warp and the weft are woven with a tension of from 0.05 to 0.6 cN/dtex given thereto, the resulting fabric is heated under pressure.

9.   (Original) The method for producing a coated base fabric for airbags as claimed in claim 8, wherein the heating temperature falls between 180 and 220°C, and the linear load f or pressure falls between 3000 and 10000 N/cm.

10.   (Currently Amended) The method for producing a coated base fabric for airbags as claimed in ~~any one of~~ claims 6 ~~to 9~~, wherein the number of entanglements of the flattened cross-section filaments yarn is from 3 to 20/m, and the fabric is so woven that the number of entanglements of the flattened cross-section filaments yarn in the fabric is at most 3/m.